

THE DAILY DEMOCRAT.

BY AUTHORITY.

 

Laws of the United States

[PUBLIC NO. 4.]

AN ACT authorizing the Secretary of the Treasury to change the Names of Vessels in certain Cases.

Enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is, authorized to permit the owners of any vessel to change the name of the same, when, in his opinion, there shall be sufficient cause for so doing; and he may establish such rules and regulations as he shall deem proper for that purpose.

Approved March 5, 1836.

[TURNING NO. 128.]

AN ACT making Appropriations for the Current and Contingent Expenses of the Department, and for fulfilling Treaties and Stipulations with various Indian Tribes, and for the purchase of certain Lands, one thousand eight hundred and fifty-seven.

It is enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby appropriated, out of any money in the treasury not otherwise appropriated,

For the current and contingent expenses of the Indian department, viz :
For the pay of superintendents of Indian affairs, and of the several Indian agents, per acts of fifth June, eighteen hundred and fifty, twenty-eighth September, eighteen hundred and fifty, twenty-seventh February, eighteen hundred and fifty-one, third March, eighteen hundred and fifty-two, third March, eighteen hundred and fifty-three, thirty-first July, eighteen hundred and fifty-four

And third March, eighteen hundred and fifty-five
thousand dollars.

For the pay of the several Indian sub-agents
per act of thirty-first July, eighteen hundred and
fifty-four, ten thousand five hundred dollars.

For the pay of clerk to superintendent at St.
Louis, Missouri, per act of twenty-seventh June,
eighteen hundred and forty-six, one thousand two
hundred dollars.

For the pay of clerk to superintendent in Cali-
fornia, per act of third March, eighteen hundred and
fifty-two, two thousand five hundred dollars.

For presents to Indians, five thousand dollars.

For provisions for Indians, eleven thousand eight

hundred dollars.

For buildings at agencies, and repairs thereof ten thousand dollars.

For contingencies of the Indian department thirty-six thousand five hundred dollars.

For fulfilling treaty stipulations with the various Indian tribes:

BLACKFOOT NATION.—For first of ten instalments as annuity, to be expended in the purchase of such goods, provisions, and other useful articles, as the President, at his discretion, may from time to time determine, per ninth article of the treaty of seven-
teenth October, eighteen hundred and fifty-five twenty thousand dollars.

For expenses of transportation and delivery of annuities in goods and provisions, seventeen thousand dollars.

For first of ten instalments, as annuity, to be expended in establishing and instructing them in agricultural and mechanical pursuits, and in educating their children, and promoting civilization and Christianity, at the discretion of the President, per tenth article of the treaty of seventeenth October, eighteen hundred and fifty-five, fifteen thousand dollars.

CALAMANCHES, KIOWA, AND APACHE OF ARIZONA RIVER.—For third of ten instalments to the purchase of goods, provisions, and agricultural

For expenses of transportation of the third of ten instalments of goods, provisions, and agricultural implements, per sixth article treaty twenty seventh July, eighteen hundred and fifty-three thousand dollars.

CHIPPEWAS OF LAKE SUPERIOR.—Faidlie, the treaty of thirtieth September, eighteen hundred and fifty-four.

For two-thirds of the last of twenty instalments in money, per second article treaty twenty sixth July, eighteen hundred and fifty-three thousand dollars.

For two-thirds of the last of twenty instalments for the purchase of provisions, per second article treaty twentieth July, eighteen hundred and thirty-seventh September, twelve thousand six hundred and sixty-six dollars and sixty-seven cents.

For two-thirds of the last of twenty instalments for the purchase of provisions, per second article treaty thirtieth September, twelve thousand six hundred and sixty-six dollars and sixty-seven cents.

Article treaty twenty-ninth July, eighteen hundred and thirty-seven, and eighth article treaty thirtieth September, eighteen hundred and fifty-four, one thousand three hundred and thirty-three dollars and thirty-three cents.

For two-thirds of the last of twenty instalments for the purchase of tobacco, per second article treaty twenty-ninth July, eighteen hundred and thirty-seven, and eighth article treaty thirtieth September, eighteen hundred and fifty-four, one thousand three hundred and thirty-three dollars and thirty-three cents.

For two-thirds of fifteenth of twenty-five instalments in money, per fourth article treaty fourth

October, eighteen hundred and forty-two, an eighth article treaty thirtieth September, eighteen hundred and fifty-four, eight thousand three hundred and thirty-three dollars and thirty-three cents.

For two-thirds of fifteenth of twenty-five in statements in goods, per fourth article treaty of fourth October, eighteen hundred and forty-two, and eighth article treaty thirtieth September, eighteen hundred and fifty-four, seven thousand dollars.

For two-thirds of fifteenth of twenty-five in statements, for the support of schools, per fourth article treaty fourth October, eighteen hundred

and forty-two, and eighth article treaty thirtieth September, eighteen hundred and fifty-four, of thousand three hundred and thirty-three dollars and thirty-three cents.

For two-thirds of fifteenth of twenty-five in statements for the purchase of provisions and tobacco, per fourth article treaty fourth October eighteen hundred and forty-two, and eighth article treaty thirtieth September, eighteen hundred and fifty-four, one thousand three hundred and thirty-three dollars and thirty-three cents.

For second of twenty instalments in coin, goods, household furniture, and cooking utensils, agricultural implements, and cattle, provisions, sugar,

other tools and building materials, and for medical and educational purposes, per fourth article twenty-third September, eighteen hundred and fifty-four, nineteen thousand dollars.

For second of five instalments in blankets, cloths, nets, guns, ammunition, and such other articles of necessity as they may require, to the British Force band, per twelfth article twenty-third September, eighteen hundred and fifty-four, ten thousand dollars.

For second of twenty instalments for six soldiers and assistants, per fifth and second articles twenty-third September, eighteen hundred and fifty-four, ten thousand dollars.

For second of twenty instalments for the sum of six smith's shops, per fifth and second articles treaty thirtieth September, eighteen hundred and fifty-four, one thousand three hundred and twenty dollars,

CHIPPAWAS OF THE MISSISSIPPI.—FIFTH ARTICLE OF THE TWENTY-SECOND FEBRUARY, EIGHTEEN HUNDRED AND FIFTY-FIVE.

For one-third of the last of twenty instalments in money, per second article treaty twenty-ninth July, eighteen hundred and thirty-seven, a eighth article treaty thirtieth September, eighteen hundred and fifty-four, three thousand one hundred and eighty dollars,

[illegible]

For one-third of the last of twenty instalments for the purchase of tobacco, per second instalment, twenty-ninth July, eighteen hundred and thirty-seven, and eighth instalment thirty-third September, eighteen hundred and fifty-four, one hundred and sixty-six dollars and sixty-six cents.

For one-third of fifteenth of twenty-five instalments in money, per fourth instalment, fourth October, eighteen hundred and forty-two, and eighth instalment thirty-third September, eighteen hundred and fifty-four, one hundred and sixty-six dollars and sixty-six cents.

For one-third of fifteenth of twenty-five
statements in goods, per fourth article treaty of
October, eighteen hundred and forty-two,
eighth article treaty thirtieth September, eight
hundred and fifty-four, three thousand five
hundred dollars.

[TO BE CONTINUED]

TRANSPORTATION

**Louisville and Frankfort
AND LEXINGTON & FRANKFORD
RAILROADS.**

**WINTER ARRANGEMENT FOR 1886 and
3 DAILY PASSENGER TRAINS—SUNDAYS EXCEPTED
ON AND AFTER WEDNESDAY.**

Nov. 18th, 1885, trains will run as follows:
FIRST TRAIN—Leaves Louisville at 7 o'clock
morning at all regular stations, and arrives at
Lexington at 11:50 o'clock A. M., connecting at 8:30
with stages for Newcastle, at Frankfort with stage
for Lawrenceburg. Leaves Lexington at 10:30
Versailles at 1 P. M. with stage for Georgetown
at Lexington with Covington and Lexington Rail

[illegible]

THIRD TRAIN (Accommodation)—Leaves Lexington, Va., at 7 o'clock A. M., stopping at all stations en route, arriving at Lagrange at 3 o'clock P. M. Leaves Lagrange at 7:30 o'clock A. M., stopping at all stations, and arrives at Louisville at 7 o'clock A. Freight trains leave Louisville and Lexington Mondays, Wednesdays and Saturdays. Fare is about 4 cents per mile, and a discount of nearly 50 per cent. is allowed for tickets.

For any further information, please call on Depot, corner of Brook and Jefferson Streets, Louisville, Ky., or write to:

SANTA FE
Genl. Agent, Sept. Lou. & F. and Lex. & F. R.
NEW ALBANY & SALEM RAILROAD

CHANGE OF RUNNING TIME.
ON AND AFTER WEDNESDAY
next, Run Instant, Trains will run on the
Albany and Salem Railroad as follows:
Express Trains will leave New Albany daily
at 7:45 a. m. (excepted), at 1:45 p. m. excepted, at 6:45
with Trains West for Terre Haute, Vincennes,
Louis, and arriving at Michigan City at 11:15 a. m.
Chicago at 7:30 a. m., making close connection
with Trains for Milwaukee, Rock Island, and
at Michigan City with Trains East for
Central Road, for Detroit, Niagara Falls, New
Haven, &c.
Express Trains South will leave Michigan
City at 11:15 a. m. and arrive at New Albany at 7:45
p. m., in time to put passengers into Louisville
afternoon.
Freight Trains will leave New Albany as usual.

New Albany and Salem R. R.
LOUISVILLE TO CHICAGO
TRAIN LEAVE NEW ALBANY
 Daily (Sundays excepted) at 8:30 A. M.,
 directly through to Chicago, connecting there
 for the West and Northwest, leaving the
 evening.
 This train connects at Greenacres with T.
 Terre Haute and Richmond Railroads for T.
 making the SHORTEST, QUICKEST, and
 EAST route to that point. Connects also at

City with trains of Michigan Central Railroad
to, Buffalo, Niagara Falls, and all Eastern cit-
ies. Tickets for all the principal points. Each one
may be had at the office of the Louisville and N.
Railroad Company, 582 Main street.

Passengers leaving their names there will
form any part of the city without extra charge.

JOHN B. ANDERSON, Supervisor
N. STEVENS, General Ticket Agent.

1856 Summer Arrangement.
COMMENCING MONDAY, MAY
13th

Little Miami & Columbus & N.

RAILROAD

EXCLUSIVELY AN EASTERN ROUTE

ON AND AFTER THIS DATE

A LITTLE MIAMI, VIA COLUMBUS,
 is the **ONLY DIRECT ROUTE** to Cleveland and
 Cleveland, the only route to **Marine** cars
 Lake Shore Depot at Cleveland, and the only
 route from Cincinnati to Cleveland, to
 Dunkirk, and Buffalo.

BY ANY OTHER ROUTE Cleveland passes
 via Sandusky, and depend on trains from Chi-
 cago to Sandusky, and Sandusky to Cleveland,
 from Ohio City to Cleveland.

THE LITTLE MIAMI, VIA COLUMBUS
 is the only route with reliable connection to
CINCINNATI AND PITTSBURGH

BY ANY OTHER ROUTE, Pittsburgh passes

THE LITTLE MIAMI, VIA COLUMBIA
IS THE ONLY ROUTE to and from Cincinnati
WHEELING or STEUBENVILLE.

THE LITTLE MIAMI, VIA COLUMBIA
IS THE ONLY ROUTE to and from Cincinnati
Columbus, Cleveland, and Light
and the only route of cars. This is a great
to ladies and families.

THE LITTLE MIAMI, VIA COLUMBIA
BEING THE SHORTEST ROUTE from Cincinnati
to the West, a uniform and safe speed in all
Connections are certain.

BY ANY OTHER ROUTE from Cincinnati
to the West, a uniform and safe speed in all
Connections are certain.

BY ANY OTHER ROUTE from Cincinnati
to the West, a uniform and safe speed in all
Connections are certain.

THROUGH TICKETS
WHEELING,
PITTSBURGH,
DUNKIRK,
BUFFALO, and
NIAGARA
To all the Western cities.
On Three, daily Eastern Trains, at 8 A. M.
and 6 P. M.
FIRST TRAIN—Cleveland, Pittsburgh, Ste-
venage, Wheeling, Lightning Express, leaves Cin-
cinnati 8:30 a. m. for all the Western cities; also, to
Cleveland; Springfield; Wilmington, Cin-
cinnati, and Zanesville; Chillicothe and Athens
train stops between Cincinnati and Columbus.

FOURTH TRAIN-Cleveland at 2:30 o'clock leaves Express Main, leaves Cincinnati at 3 o'clock via Cleveland, Pittsburgh, and Wheeling, for Eastern cities. This train stops at all points between Cincinnati and Columbus.

FIFTH TRAIN-Accommodation-leaves C. at 3:30 o'clock P. M. for Springfield; Wilmington, and Lancaster; Chillicothe and Hillsboro. This train stops at all points between Cincinnati and Columbus.

SIXTH TRAIN-Cleveland and Pittsburgh Express, leaves Cincinnati at 5 o'clock for Cleveland and Pittsburgh, for all the East. This train stops at all points between Cincinnati and Columbus.

SEVENTH TRAIN-One train on Sunday at 2:30 o'clock leaves Cincinnati.

EIGHTH TRAIN-Trains run by Columbus time—seven minutes faster than Cincinnati time.

Faras low as by any other

FOR THROUGH TICKETS,

And allinforation, please apply at the
Burnett House, second door west of Vir
No. 177 Green House Building; and the
southeast corner Broadway and Front street
East Front street; at the Eastern Little Min
East Front street.

Office hours from 6 A. M. until 6 P. M.
P. W. STRADER, General

THE OMNIBUS LINE

Call for passengers at all the principal
and every train. By this line directions at all
short offices, willful for passengers in Alga
city, without fail.

H. B. BUGGLES, Con

GREAT

Northern, Eastern, and West
RAILROAD ROUTE
VIA
Jeffersonville Railroad
Shortest, Quickest, and Most
Route to
Indianapolis, Lafayette, Chicago, Detroit,
Rock Island, Burlington, Cincinnati, St.
Buffalo, New York, Boston, Pittsburg,
more, Washington, Philadelphia, Tenn.

Vineland, Evansville, Cairo, Springfield, Mo.,
St. Louis, &c.

THE JEFFERSONVILLE
road is laid with heavy T rail and well
and is well stocked with superior Locomo-
tore Cars. Has every facility for making quick
and safe connections. It is the shortest route
between Louisville and Chicago, and is the
road route from Louisville to St. Louis, and
is available to the East.

Trains daily (Sundays excepted) to
poli.

One Train daily (Sundays excepted) to
FIRST TRAIN—Indianapolis Express is
Jeffersonville at 8 a. m., and arrives at Indian-
apolis at 12 m. Another train leaves Indian-
apolis at 12 m. for Jeffersonville, via the
Chicago and Indianapolis Railroad for Lafayette,
Detroit, &c.; with the Terre Haute and

RAILROADS FOR THE NORTH—St. Louis, Mo., & Western Railroad, St. Louis, Mo., & St. Paul, Minn.; Illinois Central Railroad for heading, Pittsburg, Brimley, Illinois, Philadelphia, Cleveland, Buffalo, N. Y., & Boston, etc.

EXPRESS TRAIN—Cincinnati Express leaves Louisville at 9:30 p. m. and arrives in Cincinnati at 11:30 p. m. connecting the next morning with west-bound trains from Cincinnati North and East.

THIRD TRAIN—Leaves Jeffersonville at 7:30 a. m. and arrives at Indianapolis at 7:50 p. m., making connections for the evening with the Indianapolis and Indiana Railroad for the North, West, Haute and Richmond Railroad for the West, Indianapolis and Bellefontaine and Indianapolis and Cincinnati.

Time from Louisville via Jeffersonville to Indianapolis, 6½ hours;
Cincinnati, 6½ hours;
Lafayette, 7 hours.

Chicago, 18 hours;
Saint Louis, 17 hours;
Cleveland, 14 hours;
Pittsburg, 13 1/2 hours;
New York, 24 1/2 hours;
Boston, 26 1/2 hours;
Pittsburg, 19 1/2 hours;
Philadelphia, 20 1/2 hours;
Wheeling, 18 1/2 hours;
Baltimore, 20 1/2 hours;
Washington, 24 1/2 hours.

Passage checked through from Jefferson
dianapolis and Cincinnati.

FREIGHTS—By a recent arrangement with
J. K. K. Co., the Jeffersonville Company now
own Locomotives, Cars, and Conductors, the
Indianaapolis, over the J. K. K. Co. from
which greatly facilitates the transportation of
The attention of merchants shipping freight

For through tickets and information in freights, apply at the office, 555 Main street, L. Ky., H. O. NORTON, Ticket Agent; or, at the Jeffersonville. A. P. OSBORN